



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2022-121

File No. DSP-07072-02

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the subject property is within the Town Activity Center-Edge (TAC-E) Zone; and

WHEREAS, pursuant to Section 27-1704(b) of the Prince George's County Zoning Ordinance, development applications may continue to be reviewed and decided in accordance with the Zoning Ordinance under which it was approved; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on December 1, 2022, regarding Detailed Site Plan DSP-07072-02 for Melford, Block 3, Lots 1 and 2, the Planning Board finds:

1. **Request:** This detailed site plan (DSP) approves the revision to DSP-07072-01, to replace two of the three approved single-story retail buildings (8,167 square feet each) with one larger, one-story building (10,260 square feet) with retail space and an eating or drinking establishment. One of the three retail buildings is currently under construction (shown on the DSP as Building R-A). The DSP also shows an 8,329-square-foot eating or drinking establishment on the future pad site, which has been relocated to the property's northwest corner, and reconfiguration of the parking area. The future pad site is included for infrastructure purposes only, and the building itself will be the subject of a future DSP.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	TAC-E (Prior M-X-T)	TAC-E (Prior M-X-T)
Use(s)	Office, Retail	Office, Retail, Eating or Drinking Establishment
Net Tract Acreage	23.5	23.5
Total Parcels	2	5
Total Gross Floor Area		
Parcel 1	-	8,329 sq. ft. (future)*
Building A, Parcel 2	150,000 sq. ft.	-
Building B, Parcel 3	150,000 sq. ft.	-
Building R-A, Parcel 4	8,167 sq. ft. (under construction)	-
Building R-B, Parcel 5	-	10,260 sq. ft.

Note: *Eating or drinking establishment to be approved under a future DSP.

Overall Floor Area Ratio (FAR) in the M-X-T Zone

Base Density Allowed:	0.40 FAR
Residential Bonus Incentive:	1.00 FAR
Total FAR Permitted:	1.40 FAR
Total FAR Proposed:	0.46 – 0.68 FAR*

Note: *Pursuant to Section 27-548(e) of the prior Prince George’s County Zoning Ordinance, the proposed floor area ratio (FAR) shall be calculated based on the entire property, as approved with the conceptual site plan (CSP). CSP-06002-01, which includes a net area of 231.08 acres, permitted a total FAR of 1.40. The approved FAR in this DSP ranges between 0.46 to 0.68; therefore, it is below the 1.40 FAR permitted.

Parking Requirement*

Use	NUMBER OF SPACES REQUIRED	NUMBER OF SPACES PROVIDED
Future pad site, Parcel 1	-	69
Handicapped parking	-	2
Building A, Parcel 2	378	519
Handicapped parking	8	12
Building B, Parcel 3	378	524**

Use	NUMBER OF SPACES REQUIRED	NUMBER OF SPACES PROVIDED
Handicapped parking	8	18
Building R-A, Parcel 4	47	66
Handicapped parking	2	2
Building R-B, Parcel 5	56	80
Handicapped parking	3	4
Total	859	1,258

Notes: *Section 27-574 of the prior Zoning Ordinance states that the number of parking spaces required for developments in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted for Prince George’s County Planning Board approval at the time of DSP. This application did provide a shared parking analysis, but also provides a parking schedule on the title sheet of the DSP based upon minimum requirements per Section 27-568(a)(5)(A) of the prior Zoning Ordinance. There are slight discrepancies between the two, which should be resolved, as conditioned, and the correct parking schedule provided on the DSP title sheet. In reviewing both methodologies submitted by the applicant, the parking provided on-site under either methodology is sufficient for the existing and proposed development because it surpasses what would usually be required, pursuant to Section 27-568 of the prior Zoning Ordinance.

**Includes 46 compact parking spaces.

Loading Spaces

	Required	Provided
Building A, Parcel 2	2	2
Building B, Parcel 3	2	2
Total	4	4

- Location:** The subject site is located on the southeast side of the intersection of MD 3 (Robert Crain Highway) and Melford Boulevard, in Planning Area 71B and Council District 4. Lots 1 and 2 are located south and west of existing Melford Boulevard, north of an existing stormwater pond, and west of MD 3. The overall site is zoned Town Activity Center Edge (TAC-E) and was previously zoned M-X-T. Two previously constructed 150,000-square-foot office buildings are located on the subject property—one on Parcel 2, and the other on Parcel 3. One of the three retail buildings, approved under the original DSP-07072, is currently under construction and is marked on the subject DSP as Building R-A.

4. **Surrounding Uses:** The specific area of this DSP is known as Block 3 of the Melford development, which is also zoned TAC-E. The subject site is located in the western portion of the overall Melford site. Located across MD 3 and west of Block 3 is vacant property in the Reserved Open Space Zone.
5. **Previous Approvals:** The subject property is located on Tax Map 47 in Grids E-3 and E-4 and is identified as Lots 1A and 2A, Block 3, University of Maryland Science and Technology Center, recorded in the Prince George's County Land Records in Plat Book PM 220-61 on July 2, 2007. On January 25, 1982, the Prince George's County District Council approved Zoning Map Amendment (Basic Plan) A-9401, for the overall Melford development (formerly known as the Maryland Science and Technology Center), with 10 conditions (Zoning Ordinance No. 2-1982). The zoning map amendment rezoned the property from the Residential-Agricultural and Open Space Zones to the Employment and Institutional Area (E-I-A) Zone. On July 7, 1986, the District Council approved Comprehensive Design Plan CDP-8601, affirming the prior Planning Board decision (PGCPB Resolution No. 86-107) for the Maryland Science and Technology Center, with 27 conditions and 2 considerations. Between 1986 and 2005, several specific design plans and preliminary plans of subdivision (PPS) were approved for the development.

The 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, and 74B* (Bowie and Vicinity Master Plan and SMA) rezoned the property from the E-I-A Zone to the M X-T Zone. CSP-06002 was approved by the Planning Board on January 11, 2007, for a mixed-use development consisting of hotel, office, retail, restaurant, research and development, and residential (366 single-family detached and attached units, and 500 multifamily units) uses. Subsequently, on May 11, 2009, the District Council approved CSP-06002, with 4 modifications and 29 conditions, rejecting the residential component of the proposed development. Over the years, numerous DSPs have been approved for the overall development, in support of the office, flex space, hotel, and institutional uses, although not all have been constructed.

On May 6, 2014, the District Council approved the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), which created new center designations to replace those found in the 2002 *Prince George's County Approved General Plan* and classified the Bowie Town Center, including the subject site and Melford overall, as a Town Center. The subject site retained its status as an Employment Area in the plan.

CSP-06002-01 was approved by the Planning Board on December 4, 2014 (PGCPB Resolution No. 14-128), for the addition of 2,500 residential units, including 500 townhouses, 1,000 age-restricted multifamily dwelling units, 1,000 multifamily dwelling units, 268,500 square feet of retail uses, and 260,000 square feet of office space to the previous CSP. The CSP amendment was appealed and heard by the District Council on February 23, 2015. The District Council subsequently issued an Order of Approval on March 23, 2015, supporting the development, as approved by the Planning Board. The CSP did not propose any change in the use or gross square footage for the lots included in this DSP and maintained the previously proposed retail uses within Lots 1A and 2A.

The site is subject to PPS 4-16006, for Melford Village (129.16 acres), which was approved on March 9, 2017 (PGCPB Resolution No. 17-45) for mixed-use development. This PPS superseded 4-98076, the prior approved PPS covering the property. The PPS approved 205 townhouse lots and 111 parcels for the development of 359,500 square feet of commercial use as well as 205 single-family attached units, 44 two-family dwelling parcels (88 units), and 1,500 multifamily units for a total of 1,793 dwelling units. Of the 111 total parcels approved with the PPS, there are 78 development parcels listed including seven multifamily residential parcels, 44 two-family dwelling parcels, 25 commercial parcels, and two residue parcels. The remaining 33 parcels were approved for open space including homeowners association and business owners association parcels, and a parcel for conveyance to the City of Bowie. Of the parcels approved with PPS 4-16006, six parcels, including Parcels 1–4, Block 3, and the two parcels (shown as Remainder of Lot 1A and Remainder of Lot 2A on the PPS), are located within the area subject to this DSP.

DSP-07072 was approved on March 13, 2008, for the addition of three speculative 8,125-square-foot (24,375 total) retail/restaurant/office buildings on Lot 2A, with a possible future pad site. DSP-07072 was approved, in conformance with prior underlying PPS 4-98076, which was approved on February 4, 1999 (PGCPB Resolution No. 99-28(A)), and CSP-06002. Two previously constructed 150,000-square-foot office buildings are located on the subject property—one on Lot 1A and the other on Lot 2A. DSP-07072-01 was approved by the Planning Director on March 25, 2021, for minor revisions, so the area of the three new buildings was increased slightly to be 8,167 square feet each. The northernmost of the three buildings is currently under construction pursuant to DSP-07072-01 and is marked on the subject DSP as Building R-A.

The site also has an approved City of Bowie Stormwater Management (SWM) Concept Plan, 01-0720-207NE15.

6. **Design Features:** Of the three buildings approved with DSP-07072-01, the current DSP amendment replaces the southern two retail buildings with one 10,260-square-foot commercial building, shown on the DSP as Building R-B. The northern-most of the three approved retail buildings is currently under construction (shown on the DSP as Building R-A). There will be a shared access drive from Melford Boulevard located between Building R-A and Building R-B. This DSP amendment also proposes an 8,329-square-foot restaurant on the future pad site, which has been relocated to the property's northwest corner, and which will be the subject of a separate application. To support the existing and proposed buildings, this amendment approves a new lotting pattern featuring a separate parcel for each building, public right-of-way dedication at the property's main entrance at Science Drive and Melford Boulevard, and access easements between the parcels and Melford Boulevard.

Parcel 1 will have a pad site for a future 8,329-square-foot eating or drinking establishment with 69 parking spaces, including 2 Americans with Disabilities Act (ADA) accessible spaces.

Parcel 2 will have an existing four-story 150,000-square-foot flex office building with 519 parking spaces, including 12 ADA-accessible spaces, and two 12-foot by 33-foot loading spaces. Parcel 3 will also have an existing four-story 150,000-square-foot flex office building

with 524 parking spaces, including 46 compact and 18 ADA-accessible spaces, and two 12-foot by 38-foot loading spaces. Parcel 4 will have an existing one-story 8,167-square-foot retail building (Building R-A) with 66 parking spaces, including 2 ADA-accessible spaces. Parcel 5 will have a one-story 10,260-square-foot retail/eating or drinking establishment building with 80 parking spaces, including 4 ADA-accessible spaces.

A loading space shown for the existing office building on proposed Parcel 2, is shown aligned parallel to the access driveway, in line with four standard parking spaces. It is not clear how the loading space may be accessed if the adjoining parking spaces are occupied. The loading space shall be relocated so that vehicular and pedestrian traffic is not obstructed and is connected to a minimum 22-foot-wide driveway.

The subject DSP approves a new right-in/right-out vehicular access point along Melford Boulevard, and adds a drive-through lane to Building R-B. The building fronts on Melford Boulevard, is in line with existing Building R-A and with the existing parking area located to their rear. The parking is well-landscaped and is situated between the rears of the retail buildings and the office building. The development is located directly north of an existing pond and an observation pavilion was previously approved as a passive recreational amenity between Building R-B and the pond. The pond and its enhanced landscaping provide a visual amenity for the development. Several benches are located on the paved area around and between the proposed buildings for pedestrian seating. There are outdoor seating areas designed for customers adjacent to the building, connected by well-lighted pedestrian paths and accentuated by landscape plantings.

Architecture

The proposed building (Building R-B) will be constructed with masonry materials and have a bent form following the alignment of Melford Boulevard and Building R-A, which is under construction. Building R-B is designed with multiple entrances along the front and rear elevations. The southern side has a doorway which leads out to an outdoor seating area and the observation pavilion located near the pond beyond. The architecture employs brick and exterior insulation finish system (EIFS) of coordinating colors, with a variety of architectural features such as shopfront treatments, projections, and colors. Accent brick is utilized in horizontal bands at the bottom and top of colorful decorative fabric awnings. Though the building's roof is flat, the roofline is articulated with a raised cornice, and alternating units in the building are taller than the other units to provide additional visual interest. The stores are glazed along the entire frontage to provide visibility within, and the glazing is supported by an anodized aluminum storefront system. The building will be approximately 23 feet tall. The architecture matches that approved for adjoining Building R-A under DSP-07072-01.

Lighting

The photometric plan submitted with this application is consistent with DSP-07072 and its amendment and proposes a decorative light-emitting diode fixture on a 15.5-foot-high, black pole on the streets and adequate lighting levels. Details of the proposed lighting fixture and photometrics are provided on the DSP.

Signage

There will be building-mounted signage that is consistent with what has previously been approved for the subject site with DSP-07072-01.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the prior Zoning Ordinance.
- a. The subject application is in conformance with the requirements of Section 27-547 of the prior Zoning Ordinance, which governs permitted uses in the M-X-T Zone. The application approves one single-story building on Parcel 5 for retail and an eating or drinking establishment, in addition to two existing flex office buildings. Another eating or drinking establishment is proposed on a future pad site on Parcel 1. Office, certain types of retail, and eating or drinking establishments are permitted in the M-X-T Zone. Section 27-547(d) of the prior Zoning Ordinance requires at least two out of the following three categories of uses be present in every development in the M-X-T Zone:
- (1) Retail businesses;**
 - (2) Office, research, or industrial uses;**
 - (3) Dwellings, hotel, or motel.**
- The overall Melford Town Center development, which includes the subject site, was approved for a mix of uses including retail, office, hotel, and residential, thus conforming to Section 27-547(d).
- b. Section 27-548 of the prior Zoning Ordinance, M-X-T Zone regulations, establishes additional standards for development in this zone. The DSP's conformance with the applicable provisions is discussed, as follows:
- (a) Maximum floor area ratio (FAR):**
- (1) Without the use of the optional method of development—0.40 FAR**
 - (2) With the use of the optional method of development—8.0 FAR**
- CSP-06002-01 uses the optional method of development for the project by proposing a residential component of more than 20 units as part of the overall Melford development. This increases the permitted FAR by 1.0 above the base of 0.40. Therefore, 1.40 FAR is permitted for the overall development. The approved FAR for this development ranges between 0.46 to 0.68; and is therefore below the allowed 1.40 FAR for the entire area of the CSP.

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The overall development proposes multiple uses in more than one building and on more than one lot, as allowed.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The site plans indicate the location, coverage, and height of all improvements, in accordance with this regulation.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Additional buffering and screening are required to satisfy the purposes of the M-X-T Zone. The landscape requirements are discussed in detail in Finding 11.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the proposed development for the area of the CSP is approximately between 0.46 to 0.68, which is calculated, in accordance with this requirement.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

There are no private structures within the air space above, the ground below, or in public rights-of-way as part of this project. Therefore, this requirement is inapplicable to the subject DSP.

- (g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

All development parcels have frontage on and direct access to public streets, or as determined in PPS 4-16006. The subject property fronts Melford Boulevard (C-309) to the north and east. All vehicular access to the site is provided along Melford Boulevard. This portion of Melford Boulevard has already been constructed and no additional right-of-way dedication is sought along either of these roads. Further discussion of access to the development parcels is provided in Finding 14b.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than**

ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The subject project does not involve the development of townhouses. Therefore, this requirement is not applicable to this DSP.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

The subject project does not involve the development of multifamily buildings. Therefore, this requirement is not applicable to this DSP.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept**

recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

As the subject property was rezoned to the M-X-T Zone through a sectional map amendment approved on February 7, 2006, this section does not apply to the subject DSP.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the prior Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

(1) The proposed development is in conformance with the purposes and other provisions of this Division:

Conformance to the purposes of the M-X-T Zone was found with the CSP approval and is adopted herein by reference (PGCPB Resolution No. 14-128). The proposed development of commercial uses does not change that previous finding. The subject application is consistent with the prior approvals and promotes the creation of a walkable, mixed-use development.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The subject site was rezoned to the M-X-T Zone pursuant to the Bowie and Vicinity Master Plan and SMA, which was approved in February 2006. Therefore, this required finding does not apply.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

This DSP approves development of retail and eating or drinking establishment buildings to serve the overall population within Melford. The approved building architecture and size is compatible with development previously approved in DSP-07072 and DSP-07072-01. The layout approved with this application orients the commercial buildings toward the existing street pattern, achieving an outward orientation that is integrated with the adjacent existing and future

development through the use of connecting streets and pedestrian systems, as reflected on the site plan. The construction of a continuous pedestrian system from the main entrance (Melford Boulevard) which connects to the adjacent commercial and multifamily residential neighborhood to the west is required by the CSP and will add to the connectivity and outward orientation to surrounding land uses/development.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

The surrounding uses include a mix of commercial, residential, and open space. The approved development is consistent with the previous approvals on the property found in conformance with this requirement and with Plan 2035.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The subject DSP includes amenities for the residents and creates a cohesive development. The site layout, arrangement, and mix of uses is consistent with CSP-06002-01 and creates a development with high quality retail, eating and drinking buildings, with provision of public amenities. The approved development in this DSP has been designed in anticipation of additional uses and structures that will be developed in future phases of the project.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

The development approved with this DSP will be completed in one phase and be integrated into the overall development. The development has been designed in anticipation of additional uses and structures that will be developed in future phases of the project.

(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

A comprehensive internal sidewalk network is approved for the development, which includes sufficient crossing opportunities for pedestrians, and is consistent with the layout of prior applications.

(8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other

amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

The DSP provides amenities throughout the site, with attention to the quality and human-scale of these facilities, which include site furniture, trash receptacles, and seating. An observation pavilion is provided as a passive recreational amenity between the most southern retail building and the pond. The pond and its enhanced landscaping provide a visual amenity for the development. Several benches are located on the paved area around and between the buildings for pedestrian seating.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The subject application is a DSP. Therefore, this required finding does not apply.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The governing PPS, 4-16006, was approved by the Planning Board on March 9, 2017, at which time a finding of adequacy was made for the proposed development.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

A mixed-use planned community is not proposed. Therefore, this DSP is not subject to this requirement.

- d. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274, and as cross-referenced in Section 27-283 of the prior Zoning Ordinance. For example, the subject development provides amenities that are functional and constructed of durable, low-maintenance materials; vehicular and pedestrian access is provided to the site from the public right-of-way; and the architecture approved for the retail buildings employs brick and EIFS of coordinating colors, with a variety of architectural features such as shopfront treatments, projections, and colors.
- e. In accordance with Section 27-574, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance.

The methodology in Section 27 574(b) requires that parking be computed for each use, in the M-X-T Zone. This application did not provide a shared parking analysis and has instead provided a parking analysis separately for each existing and approved use with this application. The parking provided on-site is sufficient for the existing and approved development because it surpasses what would usually be required pursuant to Section 27-568.

8. **Conceptual Site Plan CSP-06002 and its amendment:** CSP-06002 was approved by the District Council on May 11, 2009. On March 23, 2015, the District Council approved CSP-06002-01 to add 2,500 residential units, including 500 townhouses; 1,000 age-restricted multifamily dwelling units; 1,000 multifamily dwelling units; 268,500 square feet of retail uses; and 260,000 square feet of office space to the previous CSP development, entirely superseding the original CSP-06002 approval. The approval includes a 67-page Design Guideline book titled “Melford Village Design Guidelines.” This book articulated the design and organizing principles for what is now known as the Melford Town Center. The Design Guidelines envision that the Melford Town Center will become a premier mixed-use walkable community within the City of Bowie and Prince George’s County. The conditions of CSP-06002-01, relevant to the subject DSP, are as follows:
 1. **The proposed development shall be limited to a mix of uses where the trip cap associated with the uses within the boundary of CSP-06002-01 shall not exceed 4,441 AM and 4,424 PM peak hour trips. Any development with an impact beyond that identified hereinabove shall require a revision to the conceptual site plan with a new determination of the adequacy of transportation facilities.**

The subject DSP application is consistent with the density and uses associated with the prior CSP approval and satisfies the trip cap requirement.

5. **Except for previously approved clearing that directly relates to the construction of the stormwater management ponds, all disturbances to the stream and floodplain buffers shall be eliminated. Where buffers have been disturbed by previous approvals, they shall be reforested wherever possible. The Type I tree conservation plan associated with the preliminary plan of subdivision will be evaluated for impacts to these buffers for the installation of stormwater management outfalls, as necessary. The 150-foot building setback shall be shown on the plans, and the applicant shall adhere to the setback.**

In a memorandum dated November 4, 2022, the Environmental Planning Section indicated that no new impacts to regulated environmental features are proposed with the current application.

7. **Prior to approval of a preliminary plan of subdivision or detailed site plan, the applicant shall demonstrate:**
- a. **The development plans shall show minimization of impervious surfaces to the maximum extent possible, through all phases of the project, with the use of permeable paving surfaces in accordance with the approved storm water management concept plan for Melford. Structured parking should be used to the maximum extent reasonably practicable.**

The DSP reconfigures existing surface parking lots around and adjacent to the buildings to avoid an increase in the area of impervious surfaces. It is noted that the design of these areas has incorporated the use of pervious paving materials in a portion of the parking compound. Impervious surfaces in this application are minimized to the fullest extent possible in accordance with the approved SWM concept plan approved by the City of Bowie.

- b. **The required 100-foot natural buffer for streams and the 150-foot buffer for the 100-year floodplain shall be retained in an undisturbed or restored state to the fullest extent possible, except for impacts approved by the Planning Board. Master-planned trails and connectors to the master plan trail from interior trail networks shall be allowed subject to minimization of impacts.**

The current application does not include streams or 100-year floodplain buffers.

- c. **Clearing for utility installation shall be minimized, especially in environmentally-sensitive areas, and clearing for utilities in those areas shall be coordinated, to minimize ground or buffer disturbance. Woodland disturbed for that purpose shall be reforested, in cooperation with the appropriate utility.**

All woodlands have been previously cleared from the development site.

- d. The open space system, including but not limited to environmentally-sensitive areas, shall extend through the site and shall link the different uses. Portions of the open space system shall be visible to and accessible from public streets.**

No portion of the open space system is located on the currently proposed development site.

- 8. All stream channels on the site shall be depicted on all plans in their entirety, with the regulated stream buffer shown as required.**

The current application does not include streams or regulated stream buffers.

- 9. At the time of detailed site plan (DSP), the following design issues shall be addressed:**

- a. The plans shall show the stormwater management ponds as amenities, with gentle natural slopes and extensive native planting.**

No new SWM ponds are proposed with this DSP. The SWM ponds currently exist and were approved with previous DSPs.

- b. Prior to the approval of any detailed site plan that includes a portion of the Melford and Cemetery Environmental Setting, in consultation with archaeology staff, the applicant shall provide for additional public interpretation of the significance of archeological findings within the property. That public interpretation may take the form of on-site signage, a printed brochure, public lectures or a website. The location and wording of any additional signage, brochure text, or website shall be subject to approval by the Prince George's County Planning Department staff archeologist.**

The Melford House and Cemetery Historic Site (71B-016) is not impacted by this application and is beyond the scope of this application.

- c. The proposed lighting system shall use full cut-off lighting systems, with limited light spill over.**

The photometric plan indicates that light values on-site and at the boundaries of the site cause limited light spill over, in accordance with this requirement. In addition, it is noted that the applicant is proposing full cut-off light fixtures, which limit any potential light spill over.

- d. Applicable DSPs that may affect the historic vista of the Melford and Cemetery Historic Site (71B-016) shall demonstrate that any portion of a proposed building either partially or fully within the designated view**

corridors established in Conceptual Site Plan CSP-06002-01 comply with the height requirements for buildings within the view corridors set forth in the design guidelines.

- e. Prior to approval of any DSPs that include any portion of the Melford and Cemetery Historic Site (71B-016) environmental setting and impact review area, the applicant shall demonstrate that the scale, mass, proportion, materials, and architecture for new construction in the proposed northwest and southwest neighborhoods appropriately relate to the character of the historic site.**

Historic Site 71B-016 is not impacted by this development and is beyond the scope of this application. In addition, this DSP does not violate the view corridor height restrictions approved in the CSP. In their memo dated October 21, 2022, the Historic Preservation Section concludes that due to the intervening retail development proposed on Parcels 6, 8, 9, and 12, directly west of the Melford Historic Site, the changes requested in the subject DSP will not have an adverse effect on the historic site.

12. Before approval of a detailed site plan for any retail uses, the plans shall demonstrate that the retail uses are designed to:

- a. Create a sense of place by, among other techniques, creating a design focused upon a village or main street theme; providing amenities such as plazas, parks, recreational opportunities, entertainment and cultural activities, public services, and dining; and providing attractive gateways/entries and public spaces.**
- b. Create outdoor amenities to include, at a minimum, such amenities as brick pavers, tree grates, decorative lighting, signs, banners, high-quality street furniture, and extensive landscaping, including mature trees.**

The DSP includes attractively designed retail buildings with sidewalks and landscape features. The approved retail pad will have outdoor seating areas for customers, adjacent to the building. An attractive gathering/seating area will also be located between Buildings R-A and R-B.

- c. Create attractive architecture by using high-quality building materials such as stone, brick, or split-face block, and providing architectural elements such as façade articulation, dormer windows, canopies, arcades, varied roofscapes, and customized shopfronts to create a street-like rhythm.**

The architecture approved for the retail buildings employs brick and EIFS of coordinating colors, with a variety of architectural features such as shopfront treatments, projections, and colors. Accent brick is utilized also in horizontal

bands at the bottom and top of colorful decorative fabric awnings. Though the building's roof is flat, the roofline is articulated with a raised cornice, and alternating units in the building are taller than the other units to provide additional visual interest. The stores are glazed along the entire frontage to provide visibility within. The clear glazing is supported by an anodized aluminum storefront system.

- d. Provide attractive quality façades on all commercial buildings visible from public spaces and streets; and completely screen loading, service, trash, HVAC (heating, ventilating, and air conditioning), and other unsightly functions.**

The DSP includes attractive facades which are consistent with those approved in DSP-07072 and DSP-07072-01.

- e. Create a retail area where pedestrians may travel with ease, with attractive walkways and continuous street-front experiences, to maximize the quality of the pedestrian environment. All uses shall be connected by sidewalks; crosswalks shall run through and across the parking lots and drive aisles, to connect all buildings and uses; sidewalks shall be wide, appealing, shaded, and configured for safe and comfortable travel; pedestrian walkways shall be separated from vehicular circulation by planting beds, raised planters, seating walls, and on-street parallel parking or structures; walking distances through parking lots shall be minimized and located to form logical and safe pedestrian crossings; and walkways shall be made more pedestrian-friendly through the use of arcades, canopies, street trees, benches, and tables and chairs.**

The site's frontage along Melford Boulevard already has sidewalks in place. The DSP includes internal sidewalks, along the frontage of each building, and sidewalks and pathways that allow pedestrians to move safely and efficiently through the site utilizing ample sidewalks placed in and around the proposed development. Crosswalks have been provided crossing all points of vehicle access along Melford Boulevard.

- f. Screen parking from the streets and ensure that attractive buildings and signage are visible from the streets.**

The DSP approves retail buildings which utilize existing parking associated with the office buildings constructed on the site. This parking is located to the rear of the proposed building, which fronts Melford Boulevard. The parking is also screened from the adjoining streets by landscape planting and grade change. The retail buildings are located close to Melford Boulevard so that the architecture and shop front signage is visible from the street.

- g. Minimize the expanse of parking lots through the use of shared parking, structured parking or decks, or landscape islands.**

The DSP includes development of retail use and an eating or drinking establishment that utilize and share existing parking associated with the office buildings previously constructed on Block 3, Lots 1 and 2.

- h. Provide a hierarchy of pedestrian-scaled, high-quality, energy-efficient, direct and indirect lighting that illuminates walkways, ensures safety, highlights buildings and landmark elements, and provides sight lines to other retail uses.**

The DSP approves a retail building with attractive and appropriate lighting fixtures that respond to the above condition. This lighting scheme is consistent with lighting approved in DSP-07072-01.

- i. Provide a comprehensive sign package for signs and sign standards that integrate the signage guidelines within Conceptual Site Plan CSP-06002-01 and the previously approved sign standards contained in Detailed Site Plan DSP-11008. The standards shall address size, location, square footage, materials, and lighting. Any revision to existing approved signage plans shall incorporate the previously approved designs. The revised signage plan to consolidate the signage standards and remove inconsistencies may be approved by the Planning Director, as designee of the Planning Board.**

Signage details are contained within the submitted DSP plan sheets and correspond with the signage standards set forth in the approved design guidelines in CSP-06002-01.

- j. Eliminate all temporary signage on the site or attached to the exterior façades of a building.**

The DSP does not propose the use of temporary building mounted signs.

- k. Make retail pad sites compatible with the main retail/office/hotel/residential component. If the retail pad sites are located along the street, all off-street parking shall be located to the rear or side of the pad sites. Parking provided on the side of pad sites shall be buffered with appropriate screening and/or landscape features.**

The DSP includes retail pads with parking which complies with the above condition. Specifically, existing Building R-A and approved Building R-B, located along Melford Boulevard, have parking located to the rear and sides of these buildings.

- l. Provide green areas or public plazas between pad sites, to the maximum extent possible.**
- m. Ensure that restaurants have attractive outdoor seating areas, with views of public spaces, lakes, or other natural features, where reasonably practicable.**

The DSP includes attractively designed retail buildings with sidewalks and landscape features. The approved retail pad has outdoor seating areas for customers, adjacent to the building. An attractive gathering/seating area is also located between Buildings R-A and R-B.

- 13. All plans shall delineate and note both the environmental setting and the impact area for Melford and Cemetery, Historic Site 71B-016.**

The environmental setting and impact area for Historic Site 71B-016 are not impacted with this application. However, the DSP should note both the environmental setting and the impact area for Melford and Cemetery, Historic Site 71B-016. General Notes 31 and 32 shall be revised, accordingly.

- 16. Prior to approval of any preliminary plan of subdivision or detailed site plan applications, the Historic Preservation Section shall certify that all quarterly reports have been received in a timely manner and that the Melford site is being properly maintained.**

In an email dated November 7, 2022, the Historic Preservation Section confirmed that the applicant has filed all required quarterly reports in accordance with this condition.

- 17. The applicant shall provide standard sidewalks along both sides of all internal roads, in keeping with Guideline 3 of Prince George's County Council Resolution CR-11-2006. In areas of high pedestrian activity, wide sidewalks shall be required where reasonably appropriate, unless modified by the City of Bowie for portions of sidewalk within the public right-of-way.**

Standard sidewalks have been constructed along the northern and eastern portions of Melford Boulevard as well as along both sides of all internal roadways. The sidewalk network provides sufficient pedestrian access to and from the site from all directions.

- 18. Curb extensions, curb cuts, crosswalks, pedestrian refuges, and other pedestrian safety features shall be provided where appropriate, and shall be shown on all affected detailed site plans.**

The applicant's submission displays crosswalks at all points of vehicle access, to facilitate safe pedestrian connections between sidewalk facilities along Melford Boulevard. The intersection of Melford Boulevard and Science Drive, which is the

primary point of vehicular and pedestrian access on site, contains crosswalks on all legs of the intersection providing safe pedestrian movement in all directions.

- 20. The illustrative plan provided with the conceptual site plan (CSP) is for illustrative purposes only and does not reflect the final layout for any purpose, including limits of disturbance. The CSP may be used as a guide for the layout to be reviewed with the preliminary plan of subdivision or detailed site plans, but its proposed development should be modified, where the development shown in the CSP is not consistent with environmental or other master plan considerations.**

The illustrative plan referred to in Condition 20 is the Melford Village Design Guidelines, which provides a guide for the layout of follow-up development plans from the original approved CSP. Regarding the subject property, only the southern portion of the site is held to these guidelines, specifically from the site entrance along Melford Boulevard to the southern bounds of the subject property. The overall site of the subject DSP is designed in accordance with the Melford Village Design Guidelines. It should be noted that the Melford Village Design Guidelines envision an additional point of vehicular access south of the Melford Boulevard and Science Drive intersection, which is in a similar location to the right-in/right-out access point approved with this DSP.

- 21. No additional research and development flex space is permitted in the Mixed Use–Transportation Oriented (M-X-T) Zone at Melford.**

The subject DSP does not approve any additional research and development flex space.

- 9. Preliminary Plan of Subdivision 4-16006:** On March 9, 2017, the Planning Board approved PPS 4-16006, with 24 conditions (PGCPB Resolution No. 17-45). The relevant conditions are discussed, as follows:

- 2. At the time of final plat, the applicant and the applicant's heirs, successors, and/or assignees shall grant a 10-foot-wide public utility easement (PUE) along all public rights-of-way, and one side of all private streets, not including alleys. Any deviation from the 10-foot-wide PUE shall only be allowed upon demonstration of approval by the appropriate public utility. A variation must be approved prior to detailed site plan for any deviation from the 10-foot-wide PUE requirement.**

The subject DSP amendment shows 10-foot-wide public utility easements (PUEs) along all public rights-of-way abutting the proposed parcels. The PUEs are provided along Melford Boulevard and MD 3.

- 3. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval and on the approved plan, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.**

The subject DSP amendment does not include a substantial revision to the mix of uses previously approved and does not affect Subtitle 24 adequacy findings for the site.

- 8. Development of this subdivision shall be in conformance with approved Type 1 Tree Conservation Plan (TCP1-044-98-05). The following note shall be placed on the Final Plat of Subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-044-98-05), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

The approved Type II Tree Conservation Plan, TCP11-036-99-18, was reviewed with the DSP application. The DSP was found to be in conformance with the previously approved Type I tree conservation plan and TCP11.

- 10. Prior to approval of any building permit for the subject property, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities, as designated below or as modified by DPW&T/DPIE/DPR, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency’s access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:**

- a. Construct a sidewalk along the south side of Melford Boulevard between Science Drive and Kendale Lane. This sidewalk shall conform to the Street Sections approved as part of the Melford Village Design Guidelines, or as modified by the City of Bowie or the Maryland State Highway Administration.**
- b. Remove the northbound channelized right at the intersection of Melford Boulevard and the ramp from MD 3 north/US 50 to reduce vehicular turning speed. The northbound right turn would be reconstructed and relocated to the existing traffic signal and pedestrian signals (APS/CPS) will be included to support the new pedestrian connection.**
- c. At the time of detailed site plan, provide an exhibit that illustrates the location, limits, specification, and details of all off-site improvements**

proffered in the bicycle pedestrian impact statement, or recommended by staff, for the review of the operating agencies. This exhibit shall show the location of all off-site sidewalk construction, ADA ramps, pedestrian signals, crosswalk treatments, ramp reconfiguration and the removal of the roundabout.

Condition 10 requires the above improvements to be provided prior to approval of any building permit. While prior building permits have been approved pursuant to PPS 4-16006, the applicant has noted that they agree with this condition and will be making physical alterations to the MD 3 off-ramp that will significantly reduce vehicle speeds, subject to the approval of SHA.

- 11. In conformance with the 2009 *Approved Countywide Master Plan of Transportation (MPOT)* and the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A and 74B*, the applicant and the applicant's heirs, successors and/or assignees shall provide the following:**
- a. Include a location for a trailhead facility for the master plan trail along the Patuxent River. Details for the trailhead regarding parking, signage, and other facilities can be made at the time of the detailed site plan.**
 - b. In addition to New Road "A" and New Road "C," shared-lane Markings shall be provided along Melford Boulevard, Currie Drive and Science Drive, or as modified by the City of Bowie.**

The trailhead improvements were previously addressed with the approval of DSP-17020.

- 16. Total development shall be limited to uses which generate no more than 2,353 AM peak-hour trips and 2,766 PM peak-hour trips. Any development generating an impact greater than that identified herein shall require a new determination of the adequacy of transportation facilities and a new preliminary plan of subdivision.**

The applicant has included a trip generation memo detailing new trips generated by the phase of development of the subject DSP. The trip generation memo indicates that 18,656 square feet of retail use will generate 21 AM peak hour trips and 60 PM peak hour trips. The uses and development program approved with the DSP is consistent with the PPS, and it was found that the trips generated by the phased development of the subject DSP are within the trip cap.

- 17. Prior to issuance of any residential building permits within the subject property, the following improvements shall (a) have full financial assurances, (b) have been permitted for construction through the applicable agency's access and permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency, and per applicable City, County, and/or SHA standards and requirements:**

a. Melford Boulevard and Science Drive: Convert the existing roundabout to a traditional four-legged signalized intersection, as described below:

- (1) Traffic signal warrant studies for this intersection shall be provided during the review of the first detailed site plan (DSP) for each phase, until such time that the said improvements are completed. When a signal is deemed warranted, the appropriate triggers for the permitting and construction of the required physical and traffic signal improvements shall be determined at the time of DSP. This condition does not apply to DSP applications for infrastructure only.**
- (2) Provide four travel lanes on the northbound approach and on the southbound approach. These shall include two travel lanes in each direction and turning lanes, as determined to be appropriate by the City of Bowie.**
- (3) Provide two travel lanes on the eastbound approach and on the westbound approach. These shall be marked and striped as determined to be appropriate by the City of Bowie.**

The entrance to Block 3 is from the intersection of Melford Boulevard and Science Drive. This DSP does not show conversion of the existing roundabout at this intersection to a signalized four-way intersection. The applicant indicated in their SOJ that a signal is not warranted at this time. Conformance to this condition is not required at this time because no residential development is proposed.

10. **Detailed Site Plan DSP-07072 and its amendments:** DSP-07072 was approved by the Planning Board on March 13, 2008 (PGCPB Resolution No. 08-42) for development of three 8,125-square-foot (each) retail/restaurant/office buildings in the southeast portion of the property, as well as a possible future pad site on the property's western edge in addition to two existing 150,000-square-foot (each) office buildings on the site, subject to six conditions. The original DSP was amended for minor changes (DSP-07072-01), so the three new buildings were 8,167 square feet each and the DSP was approved by the Planning Director on March 25, 2021, with no conditions. The relevant conditions of DSP-07072, applicable to the review of the subject DSP, are discussed, as follows:

1. Prior to signature approval the applicant shall revise the plans or provide documents as follows:

- r. A note shall be added to the plans stating that no drive-through facilities will be permitted in the buildings and that any "fast food" tenants be subject to a staff level revision of the detailed site plan if any alterations to signage and or the architectural elevations are anticipated in order to accommodate the fast-food tenant.**

The applicant requested that Condition 1r be deleted to allow Building R-B to include a drive-through. The applicant, in their statement of justification, provided reasons for this request, including the changing retail preferences stemming from the COVID-19 pandemic; being a desirable amenity for customers; and assisting in the success of the retail component of the overall Melford project. The City of Bowie, in their letter of approval dated September 27, 2022, expressed support of the proposed design, including the provision of a drive-through. The City states that it finds it beneficial to have some flexibility in the retail sites and addresses functional concerns that may inhibit leasing of the retail pads. The partial deletion of this note is approved, as shown on the DSP as General Note 21, since it represents a reasonable alternative for satisfying M-X-T Zone site design guidelines, without detracting from the original approval for this site. Revised General Note 21 is approved, which shall now state the following:

21. Any “fast food” tenants will be subject to a staff level revision of the detailed site plan if any alteration to signage and/or the architectural elevations are anticipated in order to accommodate the fast food tenant.

5. At the time of building permit, if expected six-unit per configuration of the proposed building changes, the parking schedule shall be revised and parking on the site modified accordingly.

Building R-B is proposed with an eight-unit configuration instead of a six-unit configuration as originally approved. The applicant has revised the parking schedule and the on-site parking, as required by this condition. Therefore, this condition has been satisfied, and is not carried forward with this DSP amendment.

6. The applicant shall consider utilizing “green” building construction techniques and attempt to fulfill at least the basic standard for Leadership in Energy and Environmental Design (LEED) certification.

The resolution of approval of the original DSP included a finding wherein the City of Bowie and the Planning Board supported incorporation of “green” features into the building construction and encouraged the applicant to employ such features in these buildings. The applicant, in their statement of justification, has not provided any details on whether the building or site design include any “green” features. This condition is therefore carried forward with this DSP, to encourage the applicant to utilize “green” infrastructure and building techniques.

11. 2010 Prince George’s County Landscape Manual: Per Section 27-548, landscaping, screening, and buffering for the property is subject to the provisions of the Landscape Manual. Specifically, this application is subject to Section 4.2, Requirements for Landscape Strips along Streets;

Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

The landscape plans provided with the subject DSP contain the required schedules demonstrating conformance to these requirements. The site contains existing planting installed, per the previously approved DSP. The applicant will be required to provide a Certificate of Landscape Maintenance for these plantings, in accordance with Section 1.7 of the Landscape Manual. The landscape plans also need to be revised to address Section 4.2, in accordance with the Landscape Manual, for Parcels 1, 4, and 5, which contain the retail buildings and the future pad site. Separate plant schedules are included for Lots 1 and 2. Considering that these previously recorded lots are proposed to be subdivided into five new parcels, as shown on this DSP, these plant schedules shall be replaced by those for the newly proposed Parcels 1–5.

12. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved tree conservation plans. Further discussion regarding the project’s conformance to the WCO is provided in Finding 14c.
13. **Prince George’s County Tree Canopy Coverage Ordinance:** The DSP is subject to the requirements of the Tree Canopy Coverage Ordinance. Section 25-128 of the prior Prince George’s County Code requires a minimum percentage of tree canopy coverage (TCC) on projects that propose more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. The development acreage included in this application is shown as 23.5 acres, resulting in a TCC requirement of 2.35 acres or 102,366 square feet. However, Parcels 2 and 3 are exempt from the TCC requirement, since they are subject to a DSP approved before September 1, 2010. The subject DSP does not provide the required schedule to demonstrate conformance to these requirements. Conformance to the TCC requirements shall be demonstrated, prior to signature approval of the DSP.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows, and are incorporated herein by reference:
 - a. **Subdivision Section**—The Planning Board has reviewed and adopts the memorandum dated October 28, 2022 (Diaz-Campbell to Gupta), which noted that the DSP is in conformance with the approved PPS, with conditions included herein, based upon comments below:
 - (1) This DSP includes a tracking chart on Sheet C-1A which compares lots, parcels, dwelling units, and commercial development approved with PPS 4-16006 to those approved with the DSPs which have been approved for the Melford Village development. One correction is required to the chart footnotes to clarify what portion of the development, subject to this DSP, is part of the 4-16006

entitlement and what portion is not. One other correction is required to ensure the footnotes are relevant to the current DSP. The addition of a footnote is also needed, stating that the 8,167-square-foot Building R-A was approved and permitted under DSP-07072-01.

- (2) The applicant needs to clarify the gross floor area of Building R-A on the plan and on the tracking charts. DSP-07072-01 approved this building with 8,167 square feet. Permit 7762-2021-0 to construct this building states it is 8,125 square feet, which would be consistent with the original DSP-07072. The current DSP states it is 8,396 square feet, which is not consistent with either the original DSP or the first amendment.
- (3) Prior to approval of any permits on the subject property, Parcels 1-5 must be platted consistent with the lotting pattern shown on this DSP. All new proposed easements (including access easements and PUEs) must be shown on the final plat.
- (4) The DSP should label all easements (including access easements and PUEs) which are no longer necessary to serve the development as “to be abandoned.” Abandonment of these easements will be accomplished at the time of final plat.
- (5) The proposed 50-foot-wide access easement extending west from the intersection of Science Drive and Melford Boulevard should be changed to a variable-width access easement and expanded to cover the roundabout west of the main site entrance. The boundaries of the 24-foot-wide access easement extending south from the roundabout to the secondary site entrance will also need to be modified to account for the boundaries of the variable-width access easement.

- b. **Transportation Planning**—The Planning Board has reviewed and adopts the memorandum dated November 7, 2022 (Ryan to Gupta), which provided an evaluation of the application, incorporated into the findings of this resolution. A review of the on-site circulation related to vehicular and pedestrian transportation was found acceptable and determined to meet the findings for transportation purposes.

Site Access

There is currently only one point of access to the site, which is located along Melford Boulevard at its intersection with Science Drive. As previously discussed, an additional right-in/right-out point of access is approved, as part of the subject application, approximately 200 feet south of the current point of access. To analyze the feasibility of the proposed access point, the applicant was requested to provide an operational analysis to assess the new access point, which includes a weaving analysis from the current point of vehicle entry to the proposed right-in/right-out to ensure there is an adequate distance to make a safe lane change prior to entering the site, as well as a queuing analysis at both points of access.

The applicant submitted an operational analysis (October 26, 2022). Within this document, the weaving analysis demonstrates that there is sufficient space between the roundabout at Melford Boulevard and Science Drive and the new proposed point of access. The applicant cites Maryland State Highway Administration (SHA) requirements for corner clearances, to ensure there is adequate space between the two points of access. The portion of Melford Boulevard which was analyzed is a collector roadway, as stated above. SHA corner clearance standards (MDOT SHA Access Manual – Table 1.4.3 - Corner Clearance Standards) state a minimum of 75 feet is required on collector roadways, with a preferred corner clearance of 150 feet. The applicant's weaving analysis demonstrates a length of 106 feet between the two access points, which is found to be sufficient in demonstrating a safe distance between the two points of access.

In addition, the operational analysis includes a queuing analysis for both site access points. The applicant utilized the most recent traffic study for the Melford development, which was conducted in 2019 and included all approved DSPs within the Melford development and included the intersection of Melford Boulevard and Science Drive. The 2019 study included an analysis of the existing roundabout, which demonstrated a maximum queue length of 31 feet from the driveway of Lot 2 from the roundabout, which provides sufficient space. In addition, the applicant utilized a Highway Capacity Manual unsignalized analysis of the proposed right-in/right-out to determine the number of trips that would be generated by the new access point. This analysis demonstrates that queuing for the approved right-in/right-out will not exceed the available throat distance of 130 feet and that on-site queues will not block any driveways or cause any operational issues.

During the initial review of the subject application, the applicant was requested to provide truck turning plans to show how trucks will access the site. The latest DSP submission included truck turning plans, which examine the site layout to ensure that trucks can make sufficient and safe truck-turning maneuvers on-site. The plans include truck maneuvers for emergency vehicles, specifically a fire engine which shows that given the current design of the right-in/right-out access connection, the fire truck will use the full extent of the driveway to access the site. The plans indicated that any truck classification higher than a fire truck will not have sufficient room to make safe turning maneuvers to/from the site and the applicant was requested to update the truck turning plans to analyze truck-turning movements using a commercial truck with a vehicle classification necessary to support the proposed retail uses on site.

On November 4, 2022, the applicant submitted an updated truck turning plan which assesses truck-turning maneuvers with a vehicle classification of a tractor trailer (WB-40). The updated plans indicate that trucks accessing the limited right-in/right-out access driveway in its current design will encroach onto the raised island median to complete turns in and out of the site. The truck turning plans also show that the current design of the access driveway shown on the latest DSP submission, trucks will need the full extent of the access driveway to leave the site which require trucks to encroach into the opposite travel lane to turn out of the site. The updated truck turns also provided an

alternative design of the limited right-in/right-out access driveway, which includes an increase curb radius of 40 feet, an increase driveway apron of a total 34 feet (17 feet on each side of the raised median), and an increased width of the driveway to a total of 24 feet. The Planning Board found that the alternative design shown on the updated truck turning plans is sufficient and will eliminate truck turning conflicts with other vehicles entering the site, and will not result in queuing along Melford Road. As a condition of approval, the DSP shall be modified to reflect the design of the right-in/right-out site access driveway, as shown in the updated truck turning plans. The updated truck turning plans, with the alternative design, is shown on Attachment A and incorporated by reference herein.

Parking

The applicant submitted a parking analysis detailing on-site parking for Block 3, Lots 1 and 2, which includes the two office buildings which have already been constructed and the approved retail sites. The applicant is proposing a total of 1,260 parking spaces for all uses on-site. A standard development with 300,000 square feet of office use and 26,576 square feet of retail use, which is the density and use being approved with the subject application, would require a minimum of 900 parking spaces, per the requirements of Section 27-568. Section 27-574 allows applicants to develop a criterion, specific to the proposed development, for developing parking standards in the M-X-T zoning district.

The applicant submitted a parking analysis to determine the parking rate for the proposed development and cites Section 27-574(b)(1) of the prior Zoning Ordinance which states, “(b)The number of off-street parking spaces required for development in the M-X-T Zone, and in a Metro Planned Community shall be calculated using the following procedures: (1) Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are known as the peak parking demand for each use. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).”

While the overall site is a mixed-use project, no residential component has been constructed and this application only considers office and retail uses. The applicant has provided a table detailing peak period parking demands for all approved uses that fall under DSP-07072 and its subsequent revisions, including the subject DSP. This shows that office and retail uses have different peak parking periods throughout the day. This table also shows that the peak period for parking accounting for all uses would take place at 11:00 a.m. and would require 858 parking spaces to adequately serve all uses. While the analysis does not fully explain why surplus parking is needed, the proposed rates were found acceptable and to sufficiently support the peak demand for the uses associated with the subject DSP.

This DSP also includes a parking schedule on the title sheet based upon minimum requirements, per Section 27-568(a)(5)(A). There are slight discrepancies between this parking schedule and the parking analysis reviewed above. While the parking analysis states that 1,260 parking spaces are provided on site, the parking schedule depicts 1,256; whereas the individual rows of the schedule add up to 1,258 spaces. Regardless of the methodology used to calculate the required parking for the site, the parking provided on-site is sufficient for the existing and approved development within the M-X-T Zone because it surpasses what would usually be required, pursuant to Section 27-568.

- c. **Environmental Planning**—The Planning Board has reviewed and adopts the memorandum dated November 4, 2022 (Finch to Gupta), which provided a discussion of various environmental issues and found that the DSP is in conformance with the previously approved TCPII-036-99-18.

The current application is a DSP to make minor adjustments to the approved retail pads as follows: eliminate one of the three previously approved pad sites, relocate the approved future pad site to the northwestern portion of the site, and provide a drive-through on the future pad site. No revisions are proposed to previously approved TCPII-036-99-18.

The site is grandfathered from the requirements of Subtitle 25, Division 2 which became effective on September 1, 2010 and February 1, 2012 because it has a previously approved Type I Tree Conservation Plan, TCPI-044-98-05. The site is not grandfathered from the requirements of Subtitles 24 and 27, which became effective on September 1, 2010 and February 1, 2012 by the approval a new preliminary plan, PPS 4-16006.

The overall property is in the northeast quadrant of the intersection of US 50 (John Hanson Highway) and MD 3/US 301 and contains 431.55 acres in the M-X-T Zone. A review of the available information indicates that streams, wetlands, 100-year floodplain, and severe slopes are found to not occur on this property. According to the Soil Web Survey, the principal soils on the site are in the Adelphia-Holmdel, Collington, Evesboro-Downer, Swedesboro-Galestown, Udorthents, and Woodstown series. Woodstown is a hydric soil, but the other soils pose no special development challenges. According to available information, Marlboro or Christiana clays are not found to occur on or in the vicinity of this property. US 50 and MD 3 are both classified as freeways, and traffic-generated noise impacts are anticipated. Based on information obtained from the Maryland Department of Natural Resources Wildlife and Heritage Program, there are no rare, threatened, or endangered species found in the vicinity of this property; however, there are records of ‘species of concern’ known within the vicinity of the site. There are no designated scenic and/or historic roads in the vicinity of this property. The 2017 *Countywide Green Infrastructure Plan* was approved with the adoption of the *Prince George’s County Resource Conservation Plan: A Countywide Functional Master Plan* (Prince George’s County Council Resolution CR-11-2017) on March 7, 2017. According to the approved Countywide Green Infrastructure Plan, the site contains regulated areas

and evaluation areas within the designated network of the plan. This property drains to an unnamed tributary located in the Patuxent River basin and is located directly adjacent to the Patuxent River. The site is located within an Employment Center, the designated Bowie Town Center, as shown on the Growth Policy Map and Environmental Strategy Area 2 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035.

Natural Resources Inventory

Natural Resources Inventory NRI-054-06-02 was approved on February 21, 2018. The site has a previously approved and implemented TCPII (TCPII-036-99-07, with subsequent revisions) and the proposed site modifications will not result in any substantial changes to the grading limits of the TCPII or result in any additional impacts to the regulated environmental features of Block 3, Lots 1 and 2.

Woodland Conservation

The TCPII is for the gross tract area of the overall Melford site, which is 426.15 acres, and which encompasses all parcels of the original TCPI. The overall woodland conservation threshold for approved TCPII-036-99-18 is 43.26 acres, based on a 15 percent woodland conservation threshold requirement in the M-X-T Zone. The amount of woodland conservation required was 71.97 acres, based on the previously approved clearing of 113.95 acres on-site. The TCPII shows the overall requirements being met with 51.06 acres of on-site preservation, 7.71 acres of afforestation, 9.74 acres of specimen tree credit, 0.42 acre of fee-in-lieu, and 3.04 acres of off-site woodland conservation credits. The limits of disturbance for this DSP are in conformance with the previously approved plans, and show no woodland conservation provided on Block 3, Lots 1 and 2.

Regulated Environmental Features

This subject site (Block 3, Lots 1 and 2) does not contain regulated environmental features that were required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the prior Prince George's County Subdivision Regulations.

Stormwater Management

The conceptual and technical design of stormwater management (SWM) facilities and associated landscaping is subject to approval by the City of Bowie. An approved SWM concept approval letter and plan were submitted with the subject application. SWM Concept Plan 01-0720-207NE15 was approved by the City of Bowie Department of Public Works on July 2, 2020, for the 23.5-acre site. No additional information is required regarding SWM with the current DSP.

- d. **Historic Preservation**—The Planning Board has reviewed and adopts the memorandum dated October 21, 2022 (Stabler to Kosack), which noted that the subject property does not contain, and is not considered adjacent to, the Melford Historic Site. Due to the intervening retail development proposed on Parcels 6, 8, 9, and 12, directly west of the

Melford Historic Site, the changes requested in the subject DSP will not have an adverse effect on the historic site.

- e. **Community Planning**—The Planning Board has reviewed and adopts the memorandum dated October 11, 2022 (Lester to Burke), which notes that, pursuant to Part 3, Division 9, Subdivision 3 of the prior Zoning Ordinance, master plan conformance is not required for this DSP.
 - f. **City of Bowie**—The Planning Board has reviewed and adopts the memorandum dated September 27, 2022 (Adams to Shapiro), which stated that the Bowie City Council voted to recommend approval of the DSP.
 - g. **Prince George’s County Department of Parks and Recreation (DPR)**—DPR did not offer comments on this application.
 - h. **Prince George’s County Fire/EMS Department**—The Fire/EMS Department did not offer comments on this application.
 - i. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on the subject application.
 - j. **Prince George’s County Police Department**—The Police Department did not offer comments on the subject application.
 - k. **Prince George’s County Health Department**—The Planning Board has reviewed and adopts the letter dated September 29, 2022 (Adepoju to Bishop), which provided comments on the subject application, and are included as conditions of approval, as appropriate.
 - l. **Maryland State Highway Administration (SHA)**—SHA did not offer comments on the subject application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board has reviewed and adopts the email dated October 14, 2022 (Thorsell to Bishop), which included comments on the subject application and are included as conditions of approval, as appropriate.
15. Based on the foregoing and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP will, if revised as conditioned, represent a most reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
16. As required by Section 27-285(b)(4) of the prior Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

(4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

The Planning Board has reviewed and adopts the memorandum dated November 4, 2022 (Finch to Gupta), which noted that there are no regulated environmental features located on the subject property within the limits of disturbance shown on TCPH-036-99-18.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED Detailed Site Plan DSP-07072-02 for the above-described land, subject to the following conditions:

1. Prior to signature approval of the detailed site plan (DSP), the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Revise the DSP to demonstrate conformance to the requirements of the Prince George's County Tree Canopy Coverage Ordinance, as per Section 25-128 of the prior Prince George's County Code, for Parcels 1, 4, and 5.
 - b. Revise General Notes 31 and 32 to note both the environmental setting and the impact area for Melford and Cemetery, Historic Site 71B-016.
 - c. Modify the DSP, as shown on Attachment A (updated truck turning plans), to expand the limited right-in/right-out driveway, to facilitate sufficient access for safe and adequate truck-turning maneuvers to and from the site.
 - d. Show and label proposed water and sewer house connections to the proposed retail building.
 - e. Label all existing easements which are to be abandoned as "to be abandoned."
 - f. Revise the proposed 50-foot-wide access easement extending west from the intersection of Science Drive and Melford Boulevard to a variable-width access easement which covers the entire roundabout west of the main site entrance. Revise the boundaries of the 24-foot-wide access easement extending south from the roundabout to the secondary site entrance, to account for the new boundaries of the variable-width access easement.
 - g. Correct the square footage of Building R-A in the plan drawings, tracking charts, and all relevant notes.
 - h. Resolve the discrepancies between the parking analysis included in the applicant's statement of justification and the parking schedule located on the title sheet of the DSP; and provide the correct parking schedule on the title sheet.

- i. Provide a Certificate of Landscape Maintenance, in accordance with Section 1.7 of the 2010 *Prince George's County Landscape Manual*.
 - j. Replace the plant schedules for Lots 1 and 2 with plant schedules for proposed Parcels 1-5.
 - k. Relocate the loading space shown for the existing office building on proposed Parcel 2 and adjacent to four parking spaces, so that it is aligned perpendicular to the access driveway.
 - l. Remove the building footprint, use, and square footage from the "Future Pad Site" on Parcel 1. Revise all plan drawings, tracking charts, and relevant notes, as necessary.
 - m. Provide top and bottom elevations for the proposed retaining wall located on Parcel 1. Provide a detail for the wall, listing total height and building materials.
 - n. Revise the width of the sidewalk located along the north side of Building R-A to be a minimum of 5 feet wide.
 - o. Address Section 4.2, Requirements for Landscape Strips along Streets, in accordance with the 2010 *Prince George's County Landscape Manual*, for Parcels 1, 4, and 5, or obtain alternative compliance approval from the requirements.
 - p. On Sheet C-4A, provide and label a minimum 3.0-foot clearance between the menu/ordering board and the face of Building R-B, for accessibility.
 - q. On the details for the menu/ordering board and the vehicle height detector and speaker post, label the material used for the menu board, posts, and the canopy.
 - r. On the details for the menu/ordering board, dimension the side panels shown on either side of the main menu/ordering board.
 - s. Provide detailed information regarding illumination of the boards and menu/ordering board and the vehicle height detector and speaker post.
2. Prior to signature approval of the detailed site plan (DSP), the Preliminary Plan to Detailed Site Plan–Comparison Tracking Chart on Sheet C-1A shall be modified, as follows:
- a. Revise Footnote 4 to read:

“The two 150,000-square-foot (each) buildings existing on Parcels 2 and 3, Block 3, as approved with DSP-07072-02, were originally approved under PPS 4-98076. Therefore, these two buildings do not count against the office GFA approved under PPS 4-16006, and thus, are not included in the ‘total’ column.

The trip cap associated with this prior development was included as part of 4-16006.”

- b. Revise Footnote 6 to reference DSP-07072-02, instead of DSP-18034-01.
 - c. Add a footnote for the DSP-07072-02 column, stating that the 8,167-square-foot Building R-A was approved and permitted under DSP-07072-01.
3. Prior to approval of a final plat, the draft access easement documents shall be approved by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and be fully executed. The easement documents shall set forth the rights, responsibilities, and liabilities of the parties and shall include the rights of M-NCPPC. The limits of the easements shall be consistent with the approved detailed site plan and shall be reflected on the final plat. The easements shall be recorded in the Prince George’s County Land Records, and the Liber/folio of the easement shall be indicated on the final plat, prior to recordation.
4. The applicant shall consider utilizing “green” building construction techniques and attempt to fulfill at least the basic standard for Leadership in Energy and Environmental Design certification.

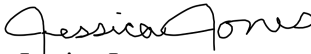
BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, December 1, 2022, in Upper Marlboro, Maryland.

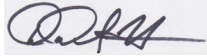
Adopted by the Prince George's County Planning Board this 5th day of January 2023.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:MG:rpg

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: December 20, 2022